Hark I 'tis the 'ephyri's breath
That whispers soft and low,
Of the distant groves where the wild bird sings
And the gentle violets grow;
And the drooping flowers smile.
And the heated brow is fanned,
As if by a wing of Paradise.
Or the wave of an angel's hand.

llark! 'tis the brooklet's tone,
And it speaks of the distant fount,
And the little spring that gushes forth,
Away on the silent mount.
And all day long in the forest shade,
We dream of our childhood's bliss,
When our tiny life was so weak and small,
Yet brimming with joy as this.

Hark! 'It's the gentle dove,
Lew cooing to its young;
It teaches innecence and love
Its little flock among.
And we think of our own loved nest
Beneath the sheltering dome,
Where the very soul may seek for rest
In the sweet delights of home.

Hark! 'tis the ocean wave
That breaks on the distant shore,
And we think of shose in their uneen
Who shall come to see us no more.
But a voice from the better land
Beyond the dark waves foam,
feliathe weary one of a flightly Hand
That may guide his vesses home.

Hark ! 'tis the human voice

In words of gentleness,
In pity's kinf and gen 'rous tones

That seek the see to blees.

The 'harp of a thous and strings.''
And touch of human k.we.

To the 'nost najoyansky

Vibrates als 'lyres above.

As the goldes 'live chot.'

As the golde.

Bark! 'tis the Heave.''ly chteh.'
And they echo back the 'straka'
From every tuneful harp and lyre,
From every hill and plain,
And there is loy unspeakable.
Of high immortal birth,
That yet may a note of Paradise
Resound on this fallen earth.

Superiority of the Heart to the B, ad, Henry Ward Beecher, in a late lecture on "Heads and Hearts" spoke thus:

The truths of the world might be divided in their relations unto men into two classes; the truths for the head and the truths for the heart; and the evidence for each must be presented respectively to the head and to the heart. Yet men differed so much from each other that no one moue of argument could produce a like conviction in all. Thousands of men assented without believing. The most active forces fo human life were latent, latent as heat was, as magnetism was, as the formative processes of the assimilating powers of the body were. The body was like Solomon's Temple; it grew up without sound of hammer or instrument. Just so with man's soul. Its tendencies were not gross enough for vocalization or even for analysis. In view of this he asserted the dignity of the feelings of the heart, He stood up for the heart against the bigotry of the head. It was the fashion of modern metaphysical civilization to augment the dignity of modern metaphys ical philosophy, to crown intellect at the expense of the emotions. It was needful for truth and even for good morals that we should understand, in regard to the largest elements of truth, that God had lecreed that the heart should be the legislator, and that the head should record its decisions. The feeling of lofty things lay back of the thought. No man could think courage who did not feel it first. No man thought honor. He felt honor, and then he thought.

That he felt, and then thought, was the origin of all moral and social truths. The topic of moral truths was always in the heart. Our best judgment of those truths were those which the mind made when most perfectly suffused with that truth. The head was only a lantern; the heart was the light that was in it. Intuitions, properly regarded, were the best judges men had in the world. Those truths of feeling to which he referred were those of which we spoke every were the truths of human life in its anterior processes. He would not deny the reason ings on the results of feeling; but, as the botanistnever created flowers, but followed God, gathered and described them, so the intellect never followed truths and never found them out except as it followed the heart soil for them, and found how they grew there. The truest teaching was that by which the feelings were expanded. This was the reverse of the doctrine of the schools, which said that man were to be indoctrinated first and to feel afterward. But it was the heart which must teach the understanding. No man ever thought well while under the inspiration of the animal passions and appetites, while under the control of selfishness or malign feelings. Right living and right thinking were cause and effect, and right feeling was right thinking. The heart was the gold mine; it furnished the metal; the intellect forged it into chain; the heart was the architect, logic was only the stone mason or joiner who put the stone or wood together. They who felt that they might think, and think that they might feel again were the truest moral philosophers, and if there were any of them whose eyes must be shut, let them shut up those of the head, and obey those of the heart.

THE ZOUAVES IN PROCESSION .- Compact 28 a rampart stalks the haughty Guard, proud of the rusty shake and the white-seamed cont. Behind, we catch, bobbing in the distance, the turbans of the Zouaves. The excitement of the roofs and garrots is appalling. Ladies lean fran-tically over the balconies; gentlemen cast clouds of cigars into the open space, as the great Zouave drum-major throws his stick high into the air; catches it, twirls it round and round upon his finger, twists it behind his back, and jerks it forward over his head, all to the time of the drums, and walking at a brisk pace! He makes a great sensation, to which he appears to be supremely indifferent-just as indifferent as the majestic dog at his side is. To be the dog of the Zouaves of the thuard, is to be the king of dogs. And the dog, marching before all Paris, with a decoration upon his proud canine chest, and his general military costume, is equal to his brilliant destiny. You can see it in the solemn step with which he heads his battalion, and in the lofty calmness with which he meets the cheers of the populace. The dust of Italy is upon his paws; possibly the fleas of Italy are in his coat. He may well be proud to head the batallien that struts boldly behind him. He can even afford to look down upon the goat of the Chasteurs. Made for fightgoet of the Chasteurs. Made for fighting, handling muskets as lightly as tooth-picks, self-sufficient everywhere, lissom as osiers, patient under a burning sun, and with a keen sense of the enjoyment of fighting, and the pleasure of plywing hu-man flesh with those long, broad-sword bayonets, these Touaves look terrible.

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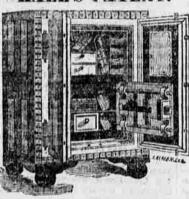
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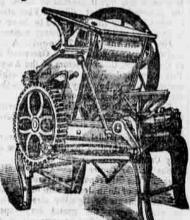
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Cincinnati, November 1, 1852,

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WESTERN INSURANCE COMPANY OF CINCINNATI. OFFICE IN THE SECOND STORY OF No. 2 Front-street, between Main and Sycamore. This Company is taking Fire, Inland and Marino Risks at current rates of premium.

Losses fairly adjusted and promptly paid.

Losses fairly adjusted and promptly paid.

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H Clearwater,
The K Elliott,
Stephen Morse, Secretary.

David Gorden,
T, F, ECKERT, President,
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Fire and Marine Insurance. Citizens' Insurance Company,

OF CINCINNATI, OHIO. DIRECTORS

DIRECTORS:
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James F. Cunningham, Sydney S. Clark,
Andrew Erkenbrecher, Joseph Reakirt,
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GEO. W. COPELEN, Secretary.
A. M. ROSS, Surveyor. Is prepared to issue Policies on Fire and Marine Risks, on favorable terms. Office No. 3 West Third-street, Trust Co. Building. National Insurance Co.,

Cincinnati, Ohio. (Office South-west Cor. Main and Front-streets.) Marine, Inland Transportation and Fire Risks TAKEN AT CURRENT RATES.

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no8bfm P. A. SPRIGMAN, Surveyor.

Cincinnati Insurance Company ESTABLISHED IN 1829. OAPITAL \$150,000.

OFFICE NO. 4 FRONT-STREET. INSURES against Loss and Damage by Fire; also:
Perils of the Sea and Inland Navigation.

Perils of the Sea and Inland Navigation.

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M. B. Gor. Western-row and Columbia-street: W. W. HAMER & CO., A UL SIZES, PUT UP IN STRONG IRON Beiting, So., Portable Magness and Bollste. Holling Citoth Best Stress, Bolling Citoh Best Stress, Bolling Citoh Best Stress, Bolling Ci

Corn and Feed Mills, EPODE MILL. Portable Grinding and Bolting

ROOFING: ROOFING TALLIC BOOFING' is offered to the public as the best and cheapest Motal Roof now used, its morits tested by an experience of years in this city and vicinity. Applied to dast or steep, old or new buildings. No solder used—fastened securely without exposure to the settlen of the elements.

Propared sheets, boxed for shipment to any part of the United States, can be applied by any one with ordinary mechanical skill. Orders wromptly filled.

[1716-61] 132 West Second street.

WILLIAM DISNEY, ATTORNEY
AT LAW, Chase Buildings No. 6 East Third.

RAILROADS.

Change of Time-November 14, 1859.

Great Western and North-western T.INE.

INDIANAPOLIS AND CINCINNATI,

MILE STREET RAILROADS.

The Shortest Route between Cincinnett and Chicago.

Three Passenger Trains leave Cincinnstidally, from the foot of Mith and Front streets.

6:56 A. M.—Chricago Mail arrives at Indianapolis at 12:0 P. Mr., Chricago at 10:50 P. M. This train connects with all night trains out of Chicago for the West and North-west; connects at Indianapolis with trains for Terre Haute; also with Petritrains for Yero, Logansport, Fort Wayne and Toledo.

iis with trains for Terre Haute; also with Peru trains for Yera, Logansport, Fort Wayne and Toisido.

12.45 P. M.—Terre Haute and Layfayotta Accommonation arrives at Indianapolis of 6:15 P. M., making direct connections at Indianapolis with Latayetts trains for Decatur, Springfield, Naples, Quincy, Hannibal and St. Joseph.

7 P. M.—Obicago Express arrives at Indianapolis at 12:15 A. M., making close connections at Chicago with all morning trains out of Chicago.

Sleeping cars are attached to all the night trains on this line, and run through to Chicago without change of cars.

This is exclusively a Western and North-western route, and with faverable and reliable arrangements with all connecsing roads throughout the entire West, guarantees musual care and the amplest accommodations to the patrons of this line.

The Company's exclusive Telegraph Line is used when necessary, to govern the movement of trains, and Loughridge's celebrated Patent Brakes, are attached to all pussonger trains, by which they can be perfectly controlled; besides all the other modern improvements necessary for the comfort and safety of parsengers, the managers of this road have liberally provided.

Smoking-cars on this line.

**ST Be sure you have in the right ticket office before you purchase your tickets, and ask for tickots via Lawrenceburg and inclinapolis.

**Fare the same as by any other route. Bagaggo checked through.

THROUGH TICKETS, good until used, can be obtained at the ticket offices, at Spencer House Corner routh-west corner Broadway and Front; No. 1 Burnet House Corner, at the Walnut-street House, and at Depot office, foot of Mill, on Front street, where all necessary information may be had.

Omnibuses run to and from sach train, and will call for passengews at all hools and all parts of the city, by leaving address at either office.

W. H. L. NOBLE,

NOVEMBER 14, 1859. Cincinnati, Hamilton & Dayton

RAILROAD SIX DAILY TRAINS LEAVE THE

AND XENIA RAILROAD.

PIRST TRAIN—DAY EXPRESS AT 10

A. M., connects via Columbus and Cleveland; via Columbus, Sicubenville and Pittsburg; via Columbus, Crestline and Pittsburg; via Columbus and Belisir (Wheeline). Also, Springfield, for Sandusky, Datroit, &c. This train stops between Cincinnati and Columbus, at all the principal stations. SECOND TRAIN—Columbus Accommodation at 4:40 r. st. This train stops at all stations be-tween Cincinnati and Columbus, and Cincinnati and Secondal Springfield.
THIRD TRAIN—Night Express at 11:30 P.
M., connects via Columbus and Bellair (Wheeling);
via Columbus, Crestline and Pittsburg; via Columbus and
Pittsburg; via Columbus and Cleveland,
This Train stops at Loveland, Morrow, Xonia and London, SLEEPINGOARS ON THIS TRAIN,
55 The Day Express runs through to Cleveland,
Wheeling and Pittsburg, via Steubenville, without

Commencing May 22, 1859. OHIO AND MISSISSIPPI

RAILROAD Cincinnati and St. Louis. Cincinnati and St. Louis.

THROUGH WITHOUT CHANGE OF CARS.

Two Daily Trains for Vincences, Calro and St. Louis, at 9:00 A. M., and 8:30 P. M.

Three Daily Trains for Louisville, at 9:00 A. M., 2:00 P. M., and 8:30 P. M.

One Train for Evansville at 8:30 P. M.

The Trains connect at St. Louis for all points in Kansas and Nebraska, Hamibal, Quincy and Keckut, at St. Louis and Cairo for Memphis, Vicksburg, Natchez and New Orleans.

One Through Train on Sunday at 8:30 P. M.

Returnino-Fast Line-Leaves East St. Louis, Sundays excepted, at 6:30 A. M., arriving at Cincinnati at 10:10 P. M.

Express Taxin-Leaves East St. Louis daily at 2:00 P. M., arriving at Cincinnati at 6:43 A. M.

To all points West and South, please amply at the offices, Walnut-street House, between Sixth and Seventh-streets, No. 1 Burnet House, corner office, north-west corner of Front and Broadway, Spencer House Office, and at the Depot, corner Front and Millstreets. W. H. CLEMENT, Gon'l. Superintendent.

Omnibuses call for passengers,

Cincinnati, Richmond & INDIANAPOLIS RAILROAD.

Great Through Route for INDIANAPOLIS.

TERRE PAUTE.

OHIGAGO,
LUGANSPORT.

PERU,
TWO DAILY THROUGH TRAINS leaves light street
Dopot, at 6 A. M. and 430 P. M.

1RDIANAPOLIS, ST. LOUIS a CHICA.

GO FAST EXPRESS.—Through direct, making close,
comnections for all other Western and North-western
points. This Train also connects at Bichmond with
Unclinati and thicage Roads, for Anderson, Rokomo, Logansport, and all points on Waban Valley
Bailread.

3:40 P. M.—INDIANAPOLIS, CHICAGO & ST.

Through Tickets given and Baggage checked

Sixth-street Depot.
Trains run through to Cleveland Sandusky, Toledo and Indianapous without change of cars.
Through Tickots for all Reatern, Western, Korthorn and North-western clittles.
6 A. M. EXPRESS TRAIN For Hamilton, Richmond, Indianapolis, Laisquette, Chicago, and all Western Clittles. Councets at Richmond with C. and C. Readfor Legansport; also connects at Hamilton for Oxford, &c.
7:36 A. M. TRAIN-For Dayton, Springfield, Sandusky, Toledo and Chicago. This train makes close connections with all trains isoving Chicago the same evoning. Also connects at Usbana For College than the Council of the Council of

and Detroit; at Dayton for Greenville, Union, Winchester and Muncle.

10 A. M. EXPRESS TRAIN—For Cleveland via Delaware for Dunkirk, Buffalo, Boston, New York, and all Eastern cities. Also connects at Crestline for Pittsburgb, Philadelphia, Baltimore, and all Eastern cities.

3:40 P. M. TRAIN—For Hamilton, Richmond, Indianapolis, Terre Haute and Saint Louis; connects at Hamilton for Oxford, &c.

5:30 P. M. TRAIN—For Dayton, Springfield, Reliefontaine, Lima, Toledo, Detroit, Chicago, and all points in Canada. Connects at Bellefontaine with B. and I. E. K. East and West.

11:20 P. M. EXPRESS TRAIN—For Cleveland via Delaware for Dunkirk, Buffalo, Boston, New York, and all Eastern cities. Also, connects at Crestine for Pittsburgh, Philadelphia, Baltimore, and all Eastern cities.

5:37 The night Express Train leaving Cincinnati at 11:30 P. M., leaves daily Except Surbays;

For further information and Trekots, apply at the Ticket offices—porth-east corner Front and Broadway; No. 159 Walmut-street, near Gibson House; at the new Ticket Office, on the west side of Vine-street, between Postoffice and Barnet House; at the Walnutstreet House, for at the Sixth-street Depot.

LETTLE MIAMI AND COLUMBUS

LITTLE MIAMI AND COLUMBUS

凹首領首語構筑旅館區 Three Trains Daily. Two Through Express Trains.

Wheeling and Pittsburg, via Steubenville, without change of cars, and the change of change of the chan

Ballread.

3:40 P. M.—INDLANA POLIS, CHICAGO & ST.
LOUIS NIGHT EXPRESS.—The above Trains make
close connections at Indianapolis, Lafayotte and Chicago, with Trains for Terre Haute, Springfield, Book
laind, Galesburg, Kenosha, La Grosse, Jacksonville,
Danville, Burlington, Milwankee, Mattoon, Naples,
Galesburg, Oringer, Prairie du Chien, Pana, Peorla,
Dunleith, Bacine, Decatur, Bloomington, Jolist, La
Ealle, St. Paul, and all Lowing and cities in the North

through Tickes Area of Through Tickets, Agbry the Information and Through Tickets, Agply to Ticket Offices, north-east corner of Front and
Broadway; No. 149 Wainut street, near Fourth; at
south-east corner of Fourth and Vine street, or at
the Sixth-street Depot.

Omnibbles will call fact passengs are by leaving their
names at either of the Ticket Offices.

W. H. estiTH, Agent.